

Bridgeport Evening Farmer

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DESTROYER STRUCK IN AERO RAID

German Warship Damaged By Bomb When British Aeroplanes Make Night Raid on Naval Base at Zeebrugge — Rumanians Withdraw.

Jiu Valley Lines Are Moved Back to Old Positions — Russians Bringing Up Reinforcements to Hold Lines in Transylvania.

London, Nov. 23.—Another raid on Zeebrugge was made by British aircraft last night and it is reported that a German destroyer was hit by a bomb.

Rumanian Troops Take Old Positions

Bucharest, Nov. 23.—The Rumanian troops in the Jiu valley, in Western Wallachia, have been withdrawn and now occupy their old positions, the war office announced today.

ENTENTE LINES SHIFTED.

Berlin, Nov. 23.—The entente force that has been engaged with Germano-Bulgarian troops on the Macedonian front in the region east of Lake Ochrida, to the west of Monastir, have fallen back, the war office announced today. It reports local attacks on the front between Prespa Lake and the bend of the Verna north of Monastir and the repulse of an assault on a height held by troops of the central powers east of Paspolava.

Germans on Somme Check New Attacks

Berlin, Nov. 23.—An attack by the British yesterday on the Somme front near Guedecourt and one by the French in the vicinity of St. Pierre Vaast Wood were without success, it is announced officially. Fighting developed yesterday on the Russian front near Smoronsk. The war office announced today that the Russians were repulsed. Russian reinforcements have arrived on the Transylvania front, the war office reports. The war office statement reports the situation at Wallachia unchanged.

TRIES TO NAIL UP HIS WIFE IN ROOM OF HOME

Septuagenarian is Accused of Being a Chronic Spouse Beater.

Charged with attempting to nail up in a room, the white haired, venerable appearing wife, to whom he had been wedded for 40 years, after he had choked and beat her, John Steinmetz, 70 years of age, a grandfather, of 146 Holly street, listened, with shame bowed head, to the story of his abuse, told by his wife, between sobs and tears in the city court this morning.

Steinmetz's wife, who is suffering from heart trouble and according to physicians, should not be subjected to the slightest excitement, told the court that her husband had been drinking for several days and yesterday the police had to be called after he struck and choked her.

Brushing away the tears, however, which filled her eyes, she glanced wistfully at her husband and said to Judge Bartlett, "But he is a good man, when he doesn't drink. Your Honor, and always gives me his pay from the Remington Arms Co.—all but a couple of dollars."

She was sworn in by the witness stand and Judge Bartlett was about to lecture the defendant when Mrs. R. E. Fisher, a daughter of the couple, interposed, asking the court if she could say something. She was granted permission and took the witness stand.

"I have pleaded and pleaded with my father to let my mother alone. But he beats her nearly every week, getting drunk that often," said the daughter. "She is suffering from heart failure and the doctors say she must not even be excited." The young woman seemed to grow hysterical telling her story. "He chokes her and assaults her—and I think it is time the law took him in hand. If by love and persuasion we cannot make him stop, the law should."

SAYS RAILROADS ASK REGULATION THAT WILL HELP

Roads Hampered By Corrective Laws That Conflict, Attorney Says

DECLARES POLITICS NOW GOVERNS ROADS

Business Considerations Left Out In System Now, He Contends

Washington, Nov. 23.—The railroad view of what is the matter with the country's transportation facilities was presented today to the point congressional investigation committee by Alfred P. Thom, counsel for the railway executives' advisory committee. Mr. Thom, chosen as first spokesman for the roads when the committee decided to begin its inquiry by hearing their side of the case, blames the present system of "corrective" regulation divided between the state and federal governments, for most of the problems troubling the public and the carriers and appeals for a discussion of the necessary changes "not upon any mere theory or jealousy as to the distribution of governmental power, but upon the large issue of what public interest requires."

Rates, Mr. Thom declared, are less important to public interest "than certainty, safety, sufficiency of transportation." Under present conditions in which "the railroad business is largely controlled by political instead of business considerations," he added, "Railroad credit is so poor and returns so small that adequate extensions of lines into undeveloped territory and enlargement of facilities are impossible."

He said increased transportation facilities would tend to reduce the high cost of living by opening up new country thereby causing increased production. Mr. Thom pointed out that the present system of railroad regulation had its beginning in the abuses of the past and was based on the principles of repression, correction and punishment, rather than on constructive principle. He contrasted this with the plan of governmental regulation of banks.

"The system of bank regulation," he said, "was born of the spirit of helpfulness and encouragement intended to build up and make adequate for the American people its system of national banks."

"The railroads accept the view that regulation is a permanent and enduring part of the government in America and that the first duty of the carriers is to the public."

In support of his contention that "the first consideration of the public is to obtain transportation facilities," and that "the cost is in reality a secondary consideration," Mr. Thom declared that when a nation-wide strike, since 1848, except the period of the Civil war, and yet the cost of living is daily advancing, owing to a shortage of supplies which might be remedied by securing access to new areas of production.

As illustrating the inequality of transportation facilities at a time when new railroad building has nearly stopped, Mr. Thom showed that while New Jersey has thirty-one miles of railroad per one hundred square miles of territory, the average of the United States is only 18.58 miles and in Idaho there are only 3.35 miles per one hundred square miles. Less than 33 per cent. of the natural resources have railroad facilities.

"Will the undeveloped states be satisfied to stop railroad construction under such a condition of inequality?" Mr. Thom asked. "It is impossible for railroads to earn enough to supply the necessary new facilities from current revenue. They must be provided from credit. Investors cannot be coerced but must be attracted."

Among the conditions affecting railroad credit which deter investors, Mr. Thom mentioned the following: "Railroad revenues are not controlled by investors, but are fixed and limited by governmental authority and not by one but by several governmental authorities, which do not recognize restraints, which do not recognize restraints."

(Continued on Page 2)

WHERE YOU GO TO VOTE SATURDAY

First district, 273 State street.
Second district, 55 Gregory street.
Third district, 115 Auburn street.
Fourth district, 1227 State street.
Fifth district, 611 Norman street.
Sixth district, 11734 North avenue.
Seventh district, 1312 Main street.
Eighth district, 2044 Main street.
Ninth district, East Main street and Shelton street.
Tenth district, 42 Beach street.
Eleventh district, 414 East Main street.
Twelfth district, First precinct, 1556 Sawney avenue; Second precinct, Lincoln school, Stratford avenue.

FURTHER COMPLICATIONS OVER U-BOAT QUESTIONS MAY DEVELOP IN BERLIN

Berlin, Nov. 23.—A period of complications may again be impending in German-American relations.

Germany's conduct of the submarine warfare has brought forth an abundant crop of American inquiries, of which Joseph C. Grew, the American charge, recently has filed no less than 10—five of them today. Six remain to be answered, including the cases of the Marina, on which a number of Americans appear to have been killed and the liner Arabia, the sinking of which, the American government declares, appears to be inconsistent with the promises of the German government regarding the treatment of such craft.

Especially in the case of the Arabia, on the assumption that it was unarmed and torpedoed without warning, the American government is unable to see that there was adequate justification for forcing the passengers into the boats. Washington believes the submarine commander, on ascertaining that there were women and children on the decks, should have refrained from making an attack.

Germany, in the four cases in regard to which replies already have been made, was found to have fairly convincing answers, which it is believed may put quite a different aspect on affairs.

It is pointed out here for example, that according to testimony of her own passengers the Arabia was armed and used her cannon, that the sea was smooth and that other vessels were near. It is argued that the Arabia, having on board a large number of coolie workers should be regarded as a transport.

Washington, Nov. 23.—The wording of the Berlin despatch that a "period of complications may be impending in German-American relations" aroused much interest in official circles, especially as the despatch was allowed to pass very strict censorship.

Officials refused to disclose details of the inquiries sent to Berlin on the ground that they were only inquiries for fact and would have a very bad effect on public opinion if an alarm were given only to be shown groundless.

Many of the cases now being investigated, it is admitted, may fail to develop any violation of Germany's promises, but some are known to be serious.

In the Marina case American affidavits seem conclusive but no action will be taken until Germany's reply has been received.

Atlantic City, N. J., Nov. 23.—When the Mexican-American joint commission convened today it appeared evident that the Americans were willing to meet the Mexicans half way in so phrasing the proposals made Tuesday by the Americans that the Mexicans would feel justified in agreeing to them and that it had been indicated that the Americans were content to have eliminated from the official document reference to the right of the American government to send troops into Mexico.

It was understood that the chief objection of the Mexicans was to such provision. With that feature eliminated that would remain little more than the agreement for the withdrawal of American troops now in Mexico and the agreement that the armies of the two countries should guard their respective frontiers.

The question of crossing into Mexico in the event of future raids will not, however, be one of fault for the Mexicans who have been informed that this government will not hesitate to pursue raiders across the border into Mexico as far as it appears necessary to go.

Dr. J. R. Mott, of the American commission, is expected to return today from Cleveland. Commissioners expressed the hope that the official agreement might be ready for signature when he appeared in the session tomorrow.

C. L. U. AGAINST LOWERING PER CAPITA LEVIES

On the ground that labor conditions are more prosperous than in many years and that greater efforts than usual must be exerted to prevent encroachments on the eight hour day principle, the Central Labor union voted last night against the proposal to decrease the per capita tax, levied by the State Federation of Labor.

In accordance with the Federation rules, a referendum vote is being taken by all the affiliated unions on this and other matters brought up at the last convention of the State Federation of Labor. The local body found that the majority of the members in favor of the tax should be increased if any change was to be made.

On the proposal to increase the executive council, the Central Labor union voted in the affirmative.

AUSTRIAN RULER TO BE KNOWN AS KING CHARLES I

London, Nov. 23.—According to the Berlin correspondent of the Copenhagen Politiken, as quoted in a Copenhagen despatch to the Exchange Telegraph Co., Archduke Charles Francis, of Austria Hungary, will assume the title Emperor and King Charles I.

French Aviator Gets His 22nd Aeroplane

Paris, Nov. 23.—Lieutenant George Guynemer, the noted French aviator, has brought down his 22nd German aeroplane according to an announcement made by the French war office this afternoon. British airships have thrown down bombs on German torpedo boats tied up at the dock at Zeebrugge.

BORDER TROUBLE TO BE ENDED BY MEDIATORS SOON

Americans Willing to Go Half Way In Settlement Plan Now Completed

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BUILDING BURNS MORNING AFTER SHE BOUGHT IT

Incendiary Fire Destroys North End Woman's New Home Before Dawn.

ADJOINING HOUSE BADLY DAMAGED

Sparks Carried By High Winds Imperil Many Nearby Dwellings.

A spectacular fire of incendiary origin, which roused the entire North End of the city, destroyed the new two-family house at 105 and 107 Garfield avenue, which was purchased yesterday by Mrs. Minnie Gilbert, of 139 Pennsylvania avenue, and greatly damaged the residence of W. A. Halliday, 103 Garfield avenue, at 3 o'clock this morning.

Residents in the immediate neighborhood were roused by the cracking of the glass in their windows, due to the intense heat from the flames, and were kept busy extinguishing roof fires with buckets of water, started by sparks, which were carried a great distance on the wings of a high wind. Silhouetted against a black sky, the burning structure presented a brilliant spectacle, lighting up the entire section and could be seen for miles.

The fire was discovered by Mrs. Halliday shortly before 3 o'clock. Asleep in her bedroom, which faced the new building, she was awakened by the crash of the window panes, cracked by the heat, falling into her room. Jumping out of bed she discovered the new building totally enveloped in flames.

She rushed to her telephone to call the fire department. She says she was forced to wait four or five minutes before she was able to get any reply from the operator. Chemical No. 1 was notified and the crew responded to the call. A few moments later another call was received by the department stating that two houses were burning, followed by the sounding of alarms from boxes 351 and 341.

Chief Daniel Johnson ordered two trucks and four steamers to the scene. When he arrived nothing was left of the new structure but the brick foundation and supports. The roof of the Halliday house was briskly burning and the department turned their attention to the saving of the structure and measures to prevent the flames spreading to adjoining dwellings.

In some instances, dressed only in their night clothes, residents of the section, who had spontaneously organized bucket brigades, climbed to the roofs of their dwellings, smothered burning shingles, and wet down their roofs with buckets of water handed to them by other members of their household or neighbors.

The loss of the new dwelling is estimated at \$1,500 and the damage to the Halliday structure at \$500 by Chief Johnson.

Yesterday Mrs. Gilbert purchased the property. The house was entirely finished except for interior plastering and decorating material for the latter having been piled in the cellar and destroyed. Mrs. Gilbert had obtained a transfer of the insurance policy on the property from Halliday, who built the house and sold it properly to Mrs. Gilbert. She increased the value of the policy \$1,000 and her entire loss is covered by insurance.

That the blaze is the work of a firebug the police and Chief Johnson are firmly convinced. No stove or heating apparatus of any description was installed and in the opinion of the authorities fire was set.

Investigation of the statement of a man by the official and Detective Frank Holbrook, that a brush fire was responsible for the destruction of the structure proved groundless. The brush fire was burning a great distance from the house and was not responsible.

The Halliday dwelling is a two-family house, but the first floor is unoccupied.

Past Grand Knight of Washington to Address Local K. of C. Council

Park City Council, Knights of Columbus, will begin its winter activities at the council chamber in the clubhouse tonight, when J. H. Meyer, past grand knight of Washington, D. C., council will address the members. Mr. Meyer will speak on the question of insurance, and as he is one of the best posted men in the order on that topic his address is sure to be of interest to all. Mr. Meyer at present is connected with the order's national headquarters.

Two Bandits Get Away With \$40,000 in Cash

Chattanooga, Tenn., Nov. 23.—Authorities throughout the south were searching today for two men alleged to have stolen \$40,000 in currency from a Southern Express company motor truck here last night. The money was being shipped by Chattanooga banks to various southern firms.

Only 77,453 Tickets For Saturday's Game Have Been Sent Out

New Haven, Nov. 23.—A total of 77,453 tickets have been sent out for the Yale-Harvard football game here next Saturday, of which number 28,177 have been taken by Harvard. It was announced today by the Yale ticket office. The total also included 241 press and 200 side-line tickets, giving promise of an attendance nearly 10,000 in excess of that of two years ago when 68,042 saw the Blue and Crimson classic. The attendants at the game will be 1,500 in number.

THE WEATHER

Probably rain tonight and Friday; warmer tonight; colder Friday; strong south winds, probably reaching gale force.

PRESIDENT PROMPT IN ACKNOWLEDGING HUGHES' GREETINGS

Sends Message to Late Opponent Thanking Him for Felicitations and Wishing Him Well—White House Makes Public Thousands of Congratulatory Telegrams, Including Many From Latin-American Presidents—Million in Election Bets Paid in New York City.

Washington, Nov. 23.—President Wilson today sent a telegram to Charles E. Hughes acknowledging his message of congratulation, received last night. The President's telegram said:

"I am sincerely obliged to you for your message of congratulation. Allow me to assure you of my good wishes for the years to come."

After the President had telegraphed to Mr. Hughes, the White House made public several thousand telegrams of congratulation from cabinet members, governors of states, Democratic leaders and from the Presidents of several Latin-American Republics.

No messages were received from any of the belligerent nations.

Replying to the congratulations of the cabinet, the President said: "One of the best things about the result is that it means four more years of active association in public service and in that we are genuinely rejoiced."

This was taken to foreclose invitation from the President to the members of the cabinet to remain in office. Former Secretary Bryan telegram: "I am proud of the West, including Nebraska. The states beyond the Missouri have rallied to your support and saved the day and in doing so have honored themselves no less than you. They stand with you for peace, prosperity and progress."

Secretary Lane said: "New York may be a feudal state but the remainder of the country wishes to be free."

Approximately \$20,000 will change hands in Bridgeport today as a result of election bets. Stakeholders here have held the bets pending Mr. Hughes' acknowledgment of defeat, which came last night. One stakeholder was holding more than \$11,000 which he proceeded to get off his hands today.

EIGHT-HOUR COMMISSION MEETS RAILWAY EXECUTIVES; SANTA FE SUIT MAY BE MADE TEST CASE

New York, Nov. 23.—The Adamson law commission appointed by President Wilson to investigate the operation of the act, held its first meeting here today and conferred with more than a dozen railroad executives for the announced purpose of discussing with them informally the methods to be used in the investigation. The commission will hold a similar conference with the heads of the railroad brotherhoods.

AWAIT SANTA FE CASE. Kansas City, Nov. 23.—Whether or not the constitutionality of the Adamson eight hour law is to be tested in a single case expedited to the supreme court of the United States was expected to be indicated here today in the Atchison, Topeka & Santa Fe Railway's injunction suit against the law which was set for hearing in the United States district court in Kansas City, Kan.

Railroad lawyers thought the Atchison, Topeka & Santa Fe case, set for hearing today, at Kansas City, involved all points at issue better than any other but department of justice officials were inclined to favor the Missouri, Oklahoma & Gulf cases which Federal Judge Hook at Kansas City yesterday held the Adamson act unconstitutional. Selection of a test case would relieve the department from defending a multitude of suits filed, it is understood, if all railroads would agree not to press individual suits or institute new actions pending decision in the test case.

Attorneys for leading railroads who are here to watch the proceedings are expected to informally that the operation of the law varied in its effect on different railroad systems, according to extent and local conditions, and said that close study would be required to determine whether one case would develop the points affecting all railroads.

CONFERENCE AT CAPITOL. Washington, Nov. 23.—Railroad lawyers and Attorney-General Gregory continued today their conferences in an attempt to agree on one suit involving test of the Adamson act, to press for early consideration by the supreme court. The difficulty in reaching an agreement arose mainly, it is believed, from anxiety of the railroad representatives to pick from the many cases pending in federal courts one covering typical conditions faced by all roads.

TEXAS & MEXICO ROAD VALUED AT OVER 8 MILLIONS

Washington, Nov. 23.—The physical valuation of the New Orleans, Texas & Mexico Railway, announced today by the interstate commerce commission places the cost of reproduction at \$8,865,638. It is capitalized at \$40,988,031.

GREECE REFUSES TO GIVE UP HER WAR MUNITIONS

London, Nov. 23.—The Greek government has refused to comply with the demand of the entente allies for the surrender of part of its supplies of arms and ammunition. Reuter's Athens correspondent cables.

DONOVAN SPENT \$935.

Hartford, Nov. 23.—Jeremiah Donovan, defeated for Congress in the Fourth district, spent \$935, according to return made today to the secretary of state's office.

Southport, Nov. 23.—Benjamin A. Bulkeley, the noted horse breeder whose stock farms are located in this section announces the purchase of America's leading sire of standard performers for the past three years, the great stallion "Bingara." The reported purchase price is \$30,000 almost a top-notch record for equine possession.

Bingara was first sold on Monday at the Old Glory sale in Madison Square garden to E. J. Trantor, an auctioneer, who paid the small sum of \$5,200 for the animal. It had been confidently expected by the owners that the horse would bring three times that price. It is rumored that Trantor who admitted buying for purely speculative purposes and because the horse was sold at such a ridiculous price immediately turned the horse over to another party at an increase and the three sales were made in two days before Mr. Bulkeley came into possession of it.